

Steel Screw Steamer "IRMA SCHINDLER"; No.64518 in Register Bk.
4512 tons gross. Built: 1901 - 11. Port: Hamburg.

Owners: Tankschiff-Reederei Julius Schindler G.M.B.H.

Classed: 100A1 2,30 LMC.4,27
Carr.Petr.in bulk BS.8,29
Ftd.for oil fuel &c. TS(OL)4,27
S.S.2nd No.3-4,27

The Third Special Survey No.1 became due in
April, 1931.

This vessel has been laid up at Harburg since
November, 1930;

On the expiration of the year of grace for the
Special Survey in April, 1932, the Owners were asked to
furnish the usual undertaking, and this was done in May,
1932.

No part of the Special Survey has been held, but
before the vessel was laid up permanent repairs were
recommended to be carried out to the bottom on the port
side of No.4 tank on account of leakage.

In reply to a recent enquiry which was made of
the Hamburg Surveyors as to negotiations which had previously
been reported with reference to the sale of the vessel, they
state that she is still laid up at Harburg but is being used
as a storage depot for lubricating oils.

In a letter dated the 23rd ultimo which the Owners
have addressed to the Hamburg Surveyors they state :-

"We have obtained from the Hamburg Boiler Authorities
permission to operate two boilers on board the vessel
and in addition have carried out repairs to the tank
bulkheads, cargo pumps and to the auxiliary machinery.
Following the carrying out of these arrangements the ship
has been employed as a storage depot for lubricating oils
since January of this year and has at present spindle
and machine oil on board. The vessel is lying at Harburg,
Harbour I.

At the moment it is not possible to state how long
the vessel is likely to be employed for the purpose
mentioned. It is however most unlikely that we will
take steps to place the ship in a condition for making
voyages as cargo carrying vessel using the main propelling
machinery on board.

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S.S. "IRMA SCHINDLER"

"On the other hand it is quite possible that in the event of employment for the ship as a storage depot being offered in another harbour away from the Hamburg district we would be prepared to charter the vessel for such employment. The transferring of the vessel to the harbour in question would be made with the assistance of tugs.

In regard to retaining the class we should be very glad if the vessel's classification in the Society's Register Book might remain undisturbed so long as the ship continues to be used exclusively as depot ship in the local harbour. Should the vessel have to be towed to a harbour outside of this district we are willing to give you an assurance that we will immediately advise you in regard to this intention so that your Head Office can decide what action under these circumstances is necessary in respect of the vessel's class.

We shall be glad if you will be good enough to advise your Head Office of these facts and intimate to us any decision which may be come to in the matter."

The Classing Committee had the case before them at their meeting on Tuesday, 7th instant, when in view of the special circumstances they decided to recommend for consideration of the General Committee that the vessel's class should be withdrawn from the Register Book and three dots (...) inserted in lieu thereof, indicating withdrawal of class at Owners' request.

9th March, 1933.



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